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CESSNA TO SUSPEND AIRCRAFT PRODUCTION UNTIL END OF SEPTEMBER

Cessna Aircraft Company will suspend all aircraft production at its Pawnee and Wallace Division plants in Wichita and Winfield, Kan. at the close of business this Friday (Aug. 12). The company said the shutdown, required to hold down inventories and reduce costs, will result in the layoff of an unspecified number of the company's 6,777 employes in the Wichita area. Cessna said production is expected to resume Sept. 26, but Chairman Russ Meyer indicated the shutdown could extend beyond that date. "It should be obvious by now that the general aviation industry is not participating in the economic recovery that is being reported in some areas," Meyer said. "Until we see significant improvement in our markets we must take steps to hold the line on inventories and reduce costs wherever possible."

In addition to stopping aircraft production, Cessna said "all functional areas not essential to support current marketing efforts or scheduled engineering development work will be reduced to minimum levels." Work on some specific engineering projects, including the Caravan I and II turboprops, the recently awarded Navy contract for Citation II jets and efforts related to Cessna's proposal to supply the U.S. Air Force with Citation II replacements for its current fleet of operational support aircraft, will continue. In addition, Meyer said the shutdown will not affect delivery schedules of the Citation III business jet because nearly 20 of those aircraft will be off the assembly line and in the completion process by mid-August. The company said earlier it would deliver 15 Citation IIIs by the close of its 1983 fiscal year on Sept. 30. Flight test, completion and painting facilities for the C-III will operate while other operations are shut down.

Announcement of Cessna's shutdown plans, coupled with an earlier announcement by Piper Aircraft *(BA, Aug. 1/33)*, means that the two largest volume producers of general aviation aircraft will be idle for the remainder of the fiscal year. The unprecedented shutdowns also make it likely that 1983 will be the worst 12-month period for deliveries by domestic aircraft manufacturers since World War II. *Worldwide* aircraft delivery figures through July total 1,676, with Cessna and Piper accounting for 1,124, or 67.1 percent, so far this year *(see chart on Page 45)*. Although deliveries from inventory will continue, the industry may not be able to match the U.S. domestic shipment total of 2,302 in 1951, the worst previous year since the end of World War II.

REP. MINETA CRITICIZES FAA FUNDING CUTS, SUGGESTS TAX REDUCTION

Rep. Norman Mineta (D-Calif.), chairman of the House aviation subcommittee, last week criticized sharp reductions in funding for FAA programs and suggested that aviation taxes should be reduced to avoid build-up of a large surplus in the Aviation Trust Fund. Mineta, addressing the sharply lower funding levels in the Department of Transportation appropriations bill approved recently by a House-Senate conference committee, said the cuts will nearly double the Trust Fund surplus in one year's time because of higher aviation taxes passed by Congress last year. "With these kinds of surpluses looming, I see no valid argument against cutting aviation user taxes across the board," Mineta said.

During a one-hour floor debate on the conference report accompanying the DOT appropriations measure, Mineta enunciated concerns shared by many segments of the aviation industry, but virtually ignored during congressional deliberation of the legislation. Mineta said the cuts in funding for FAA operations and

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – JULY UNIT SHIPMENTS

		July 83	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-77	Skipper	0	3	5
BE-C23	Sundowner	0	12	16
BE-C24R	Sierra	1	3	9
BE-F33A	Bonanza	0	10	15
BE-V35B	Bonanza	0	4	5
BE-A36	Bonanza	4	34	47
BE-B36TC	Bonanza	3	34	43
• Multi-Engine				
BE-B55	Baron	0	11	11
BE-E55	Baron	3	4	7
BE-58	Baron	2	19	29
BE-58TC	Baron	0	2	2
BE-58P	Baron	0	8	21
BE-76	Duchess	8	8	9
BE-B60	Duke	0	7	8
BE-C99	Airliner	0	9	10
BE-C90-1	King Air	1	13	21
BE-F90	King Air	0	6	11
BE-B100	King Air	0	2	3
BE-200	Super King Air	5	40	58
BE-200C	Super King Air	1	9	9
BE-200T	Super King Air	0	0	1
TOTAL		28	238	340
Manufacturers net billing - $13,988,425				
BRITISH AEROSPACE				
• Multi-Engine				
HS-125-700	Model A	0	1	5
HS-125-700	Model B	1	7	10
TOTAL		1	8	15
PILATUS BRITTEN-NORMAN LTD.				
• Multi-Engine				
BN-2	Islander	2	5	10
BN-2T	Islander	0	2	3
Mark III	Trislander	0	1	1
TOTAL		2	8	14
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		21	117	160
CE-A152	Aerobat	0	3	5
CE-172	Skyhawk	26	129	174
CE-172	Cutlass	1	10	10
CE-172RG	Cutlass	5	26	44
CE-182	Skylane	9	52	82
CE-122	Turbo Skylane	2	8	11
CE-182RG	Skylane RG	1	16	23
CE-182RG	Turbo Skylane RG	0	10	17
CE-185	Skywagon	3	15	23
CE-U206	Stationair 6	5	50	63
CE-TU206	Turbo Stationair 6	6	42	57
CE-208	Stationair 8	0	7	10
CE-TU208	Turbo Stationair 8	0	3	3
CE-210	Centurion	3	11	19
CE-T210	Turbo Centurion	2	26	42
CE-P210	Pressurized Centurion	0	15	21
CE-188	AgHusky	1	12	17
CE-188	AgTruck	2	14	19
• Multi-Engine				
CE-303	Crusader	4	36	54
CE-335		0	1	1
CE-340		1	17	21
CE-402		0	10	14
CE-404	Titan	0	0	2
CE-414	Chancellor	1	8	13
CE-421	Golden Eagle	1	11	16
CE-425	Conquest I	2	23	36
CE-441	Conquest II	0	10	17
CE-500	Citation I	1	6	16
CE-550	Citation II	1	17	39
CE-650	Citation III	1	6	6
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		1	8	14
CE-F152	Aerobat	0	0	1
CE-F172	Skyhawk	0	5	12
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		103*	724	1,062
Manufacturers net billing - $19,110,712* (* Figure includes delivery of four CE-337 Skymasters to the Thailand government and one CE-402 buyback).				
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	*	2	4
AD-My.20	Falcon	*	2	3
AD-My.200	Falcon	*	4	4
AD-My.50	Falcon	*	10	28
TOTAL		*	18	39
DEHAVILLAND AIRCRAFT OF CANADA				
• Multi-Engine				
DHC-5		0	0	2
DHC-6		2	6	7
DHC-7		0	3	8
TOTAL		2	9	17
EMBRAER				
• Single-Engine				
EMB-200		0	0	0
EMB-201	Ipanema	0	7	11
EMB-710	Carioca (PA-28-235 Dakota)	0	2	2
EMB-711	Corisco (PA-28RT-201 Arrow)	0	2	2
EMB-712	Tupi (PA-28-181 Archer II)	0	1	1
EMB-720	Minuano (PA-32-310 Saratoga)	0	1	2
EMB-721	Sertanejo(PA-32R-301 Saratoga)	0	2	4
• Multi-Engine				
EMB-110	Bandeirante	0	5	12
EMB-121	Xingu	0	1	4
EMB-810D	Seneca II	5	24	40
EMB-820	Chieftain	0	1	1
TOTAL		5	46	79
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Metro IIA		*	0	2
Metro III		*	7	19
Merlin III-C		*	0	0
Merlin IV-C		*	0	5
		*	7	26
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	3	6
LR-35A		0	2	11
LR-36A		0	2	2
LR-55		2	12	28
TOTAL		2	19	47
GULFSTREAM AEROSPACE				
• Single-Engine				
GR-164	Agcat	0	0	1
• Multi-Engine				
G-47	Cougar	0	0	0
GR-1159A	Gulfstream III	2	17	31
AE-840	Turbo Commander	1	5	7
AE-900	Commander 900	0	4	8
AE-980		0	0	1
AE-1000		1	5	14
TOTAL		4	31	62
Manufacturers net billing - $24,630,000 (Exports: 1 AE-1000 to Australia)				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	1	5	5
TOTAL		1	5	5
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	1	14	22
TOTAL		1	14	22
Manufacturers net billing - $111,535				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	1	3
M-5-200		0	0	1
M-5-235C	Lunar Rocket	0	3	4
M-6-235		5	24	29
TOTAL		5	28	37
Manufacturers net billing - $209,695				

		July 83	Cal. Year	Fisc.† Year
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		1	4	13
Diamond		1	16	29
TOTAL		2	20	42
(Exports: 1 Diamond to Argentina)				
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	3	48	68
M-20K	231	7	31	62
TOTAL		10	79	130
(Exports: 1 231 to West Germany and Canada)				
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	0	0	33
PA-38-112	Tomahawk	0	0	15
PA-28-161	Warrior	8	81	110
PA-28-181	Archer II	3	60	89
PA-28-236	Dakota	1	16	23
PA-28RT-201	Arrow IV	0	0	4
PA-28RT-201T	Turbo Arrow IV	8	25	43
PA-32-301	Saratoga	3	16	27
PA-32-301T	Turbo Saratoga	0	5	7
PA-32R-301	Saratoga SP	1	17	26
PA-32R-301T	Turbo Saratoga SP	5	25	35
PA-36-375	Pawnee Brave	0	10	42
• Multi-Engine				
PA-23-250	Aztec	0	0	0
PA-31-310	Navajo	1	2	4
PA-31-325	Navajo C/R	0	8	11
PA-31-350	Chieftain	0	21	34
PA-31P-350	Mojave	4	6	6
PA-31T-501T	Cheyenne IA	0	4	9
PA-31T-620	Cheyenne II	0	6	8
PA-31T2-620	Cheyenne II XL	1	5	8
PA-42-720	Cheyenne III	0	3	10
PA-42-720	Cheyenne IIIA	1	1	1
PA-34-220T	Seneca III	8	48	77
PA-44-180	Seminole	0	15	15
PA-44-180T	Turbo Seminole	0	0	1
PA-600A	Aerostar	0	0	0
PA-601B	Aerostar	0	1	1
PA-601P	Aerostar	1	1	1
PA-602P	Aerostar	0	12	16
PA-T1020		0	2	3
PA-T1040		0	3	9
TOTAL		45	401	668
Manufacturers net billing - $9,200,000*				
(* Figure includes 5 Pillan T-35 aircraft kits delivered to Chile)				

		July 83	Cal. Year	Fisc.† Year
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65	Sabreliner	0	0	0
Model 60		0	1	1
TOTAL		0	1	1
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	1	1
SD-3-30		0	5	5
SD-3-60		3	14	17
TOTAL		3	20	23
SINGLE-ENGINE		141	1,078	1,633
MULTI-ENGINE		70	598	996
GRAND-TOTAL		211	1,676	2,629

UNIT SHIPMENTS COMPARATIVE TREND: 18 MANUFACTURERS

	July			Calendar Year to Date			Fiscal Year to Date$		
	1983	1982	1981	1983	1982	1981	1983	1982	1981
Beech	28	25	140	238	367	780	340	645	1,111
British Aerospace	1	5	2	8	17	19	15	27	29
Britten-Norman	2	1	*	8	12	14	14	20	28
Cessna	100	196	315	724	1,488	2,711	1,062	2,414	4,288
Dassault	*	5	*	18	39	47	39	56	69
De Havilland	2	*	*	9	*	*	17	*	*
Embraer	5(0)	13(6)	16(2)	46(13)	121(38)	134(46)	79(27)	169(55)	254(80)
Fairchild	*	4	5	7	29	34	26	65	57
Gates	2	4	12	19	59	70	47	103	108
Gulfstream	4	10	21	31	53	226	62	97	316
Israel	1	*	4	5	*	25	5	*	35
Lake	1	3	5	14	9	36	22	19	52
Maule	5	5	5	28	28	25	37	35	35
Mitsubishi	2	2	1	20	10	23	42	22	34
Mooney	10	16	29	79	115	201	130	187	275
Piper	45	55	189	401	642	1,623	668	1,111	2,247
Rockwell	0	0	3	1	2	29	1	4	38
Short	3	0	*	20	10	6	23	13	11
TOTAL	211	344	747	1,676	3,001	6,003	2,629	4,987	8,987

Parentheses show actual Embraer deliveries, not including aircraft kits.
$ Fiscal year October 1 - September 30.
* Figures not available.